S.No.	Name of Airlines		Total
6.	M/s Archana Airways	—	3.24
7.	M/s East West Airlines	—	1410.51
8.	M/s Tower Air	—	0.63
9.	M/s Blue dart Airlines	—	2.09
10.	M/s Elbee Airlines	—	9.83
11.	M/s Span Aviation	—	1.37
12.	M/s Aerial Services	—	1.02
13.	M/s NEPC Airlines	—	98.64
14.	M/s Easter Airways	—	0.97
15.	M/s VIF Airways	—	27.22
16.	M/s Gujrat Airways	—	5.30
17.	M/s Continental Aviation	—	71.21
18.	M/s Citilink Airways	—	1.47
19.	M/s ACE Airways	—	1.74
20.	India Int. Airways Ltd.	—	3.33
21.	Jagson Airlines	—	23.21
22.	K.C.V. Airlines	—	3.16
23.	Raj Aviation	—	1.59
24.	Saraya Aviation (P) Ltd.	—	1.36
25.	Trans Bharat Aviation (P) Ltd.	—	16.76
	Total	—	2346.43

Duty on Small Tractors

1869. PROF. NAUNIHAL SINGH: Will the Minister of FINANCE be pleased to state:

(a) whether it is a fact that in real terms a duty of 12-13 per cent will have to be paid on small tractors due to the introduction of Rule 57cc;

(b) if so, what are the reasons therefor and what steps Government contemplates to ensure that the price of small tractors becomes competitive;

(c) whether it is a fact that on the one hand, Government say that it want to encourage the small tractor segment by exempting it from paying excise duty and giving subisidies and on the other hand, it is collecting revenue through other measures; and

(d) if so, the action taken/proposed for the grievances of farmers and manufacturers?

THE MINISTER OF FINANCE (SHRI P. CHIDAMBARAM): (a) to (d) Tractors of engine capacity not exceeding 1800 c.c. continue to be exempted from excise duty. However, as a general rule, no credit of duty is eligible for inputs or components used in the manufacture of exempted goods. In order to satisfy this requirement, rule 57 cc of the Central Excise Rules provides two options for a manufacturer making dutiable as well as exempted tractors. The first option is that the manufacturer does not avail of Modvat credit on the inputs and components used in the manufacture of exempted tractors and maintains separate records for this purpose. The other option is that the manufacturer can take Modvat credit of all the common inputs used in the manufacture of dutiable as well as exempted tractors but reverses an amount equal to 8% of the price of an exempted tractor whenever such exempted tractor is removed from the factory. The second option is of a general nature and not applicable to manufacturers of tractors alone. This has been provided to obviate the difficulty of determining the exact amount of Modvat credit attributable to the inputs or components used in the manufacture of exempted goods. Rule 57 CC should not cause nay hardship to the manufacturers of exempted tractors as it is for the manufacturer to choose one of the two options.